HOW UNCLE SAM PROFITS.

Losses of Valuables that are the Government's Gain-Runs Into the Millions Many Postal Notes Never Turn Up-How the Manhattan Bank Was Reimbursed For the \$1,600,000 in Bonds Stolen in 1878.

(From the Washington Star.) The government of the United States makes many thousands of dollars every year through the carelessness or misfortune of people with whom it has business to transact. Merchants sometimes make money in the same way, but the amount is inconsiderable. If a merchant gives a check in satisfaction of an obligation and the check is lost, the loss can be proved and the amount recovered by the man to whom the check was given. Sometimes it happens that a man gives a check which is destroyed and which never comes to light, and possibly the man to whom the check was issued never makes a claim for the money.

But, as was said, this happens so seldom that the profit from this source is one to which no business man would give any consideration in figuring out the possibilities of a season

Uncle Sam, on the contrary, can fig-ure out pretty well before the beginning of a fiscal year that so many thousand dollars will be put to his credit on "profit and loss' accounts before the year is over.

The profit will come from the bonds and bank notes destroyed and never presented for redemption, from money orders which are lost and never duplicated, and from stamps which are not put to the use for which they were intended. These profits are never cast up, because debts of the government are seldom outlawed. But they are as real as though they were credited to Uncle Sam on the books of the treasury.

Of course it is no fault of the government that this profit accumulates. Every effort is made to find the man to whom the government is indebted, and every reasonable opportunity is given to him to claim the amount of the indebtedness. In the case of a lost or stolen bond he has simply to prove ownership and give an indemnity bond to protect the government against loss. In the case of a treasury note injured by fire, send in the charred remains and the treasury experts will decipher as far as possible the value of the pile (its original value) and the money will be restored to him. In the case of a money order, both the remitter and the remittee are advised again and again that the money remains unpaid.

Still, many claims against the government aggregating many thousands are left unpaid every year and the total of the last thirty years will run up far into the millions. Even in the matter of unpaid money orders the government has just made an accounting of \$1,300, 000 earned in the last thirty years and now turned into the postoffice department fund, probably never to be repaid to its owners.

The greater source of unearned in come, of course, is the destruction of treasury notes. Nearly \$15,000,000 has been made up by the government up to the present day, as nearly as can be estimated, by the destruction of treasury notes.

Two years ago in August a lively controversy arose between Mr. Foster, then the secretary of the treasury, and some of the members of the house and senate concerning the amount of money in circulation at various times, as stated officially by the treasury department. A letter was addressed by Representative John Davis to the secretary of the treasury charging that in the treasury statements, among other things, no allowance was made for the wasting and loss of coin and the destruction of fore, he contended, that the statement of money in curculation was incorrect

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each year by the amount of notes and

coins destroyed. Mr. Foster, replying, said that the department had no authority to deduct an estimated amount of lost coin and notes from the total of its liabilities. He denied that there had been any considerable loss, and said that the total estimated at that time for the period ending January 1, 1894, was less than twelve and a half millions.

Here is a statement in detail of the notes and certificates issued by the government estimated to have been destroyed beyond all possibility of redemption up to January 1, 1891: United States notes, \$5,410,541; silver certificates, \$447,004; gold certificates, \$200, 000; national bank notes, \$6394,555. Total, \$12,452,1000.

Mr. Huntington, the chief of the loans and currency division of the govern- about in what seems at first hopeless ment, estimates that not more than one confusion, but which soon takes on a or two millions have been destroyed since January 1, 1891. The carelessness which prevailed during the war period, he says, was responsible for a large amount of the missing money, and the destruction now, while it increases in proportion to the increase in the amount of money issued, is not so great proportionately as it was at that time. It amounts probably to less than half a million dollars every year.

As the amount represented by unre deemed coin and abrasions of gold and silver coin, that would be hard to esti-mate accurately. It is estimated that \$100,000 worth of silver coin is used every year in the arts; and as the coin value of this is only about \$60,000 the government makes \$40,000 by the transaction. There is about \$60,000 worth of abraded silver coin purchased during a year at its bullion value and recoined and on this the government makes be tween its face value and the bulllo value, less the cost of coining.

The amount of silver and gold coin which has disappeared from circulation and which will never be presented for redemption, cannot be estimated. In the case of the gold coin, there is n profit to the government represented. In the case of the silver the profit is 20 to 40 cents on each dollar, according to the value of the silver when the dollar was coined.

Of the recent issue of bonds a certain proportion will never be presented for edemption. The treasury department ould figure in advance, if the secretary wished to do so, just about what the profit of these bonds would be.

The value of the missing securities of the United States now outstanding which will probably never be presented for redemption is about \$1,250,000; ac cording to Mr. Huntington. These obligations date back to 1847. A series of \$25 bonds was issued under the bounty land scrip act of 1847, and even now, at there is a chill in the loy water and long Intervals, these bonds come in for redemption. But the number is very few. There are still outstanding about far from pleasant. But let us step into \$500 worth of these bonds.

The loan of 1862, amounting to nearly \$400,000,000 was called between 1871 and 1875, but there is still \$220,000 of it out standing. Four thousand dollars' worth of these bonds, called March 20, 1872 came in for redemption during the past year. They had drawn no interest for twenty-two years.

Of the loan of June, 1864, there is still outstanding \$16,400, and none of it has drawn interest since 1876. There is \$24. 150 of the loan of 1865 (the5-20s) still This last of this was called in 1877. Of the consols of 1865, called be tween 1877 and 1879, there was \$2,300 worth presented for redemption last year, and there is \$113,790 worth out-standing, drawing no interest. Of onsols of 1867, \$16,400 worth were deemed during the year and \$176,500 worth remained unredeemed. Altogether the government is ahead about million and a quarter on the bonds which will never be presented for redemption; and it is many thousands ahead on the unpaid interest on large keep a watchful eye on the water gaug-amounts which have not been paid es, for fear of allowing the water in when due. It is singular that with all the safeguards which surround the ownership of bonds there should be a heavy loss in them. The smallest de nomination of bonds is \$50. A security of this denomination is not likely to be thrown about very carelessly. Then, a large proportion of the issue of each class of bonds is registered, and the ownership is easy to prove.

In the case of the loss or destruction of a registered bond, the treasury will ssue a new bond to the owner on satisfactory security. The owner of the lost or destroyed registered bond has to file with the secretary of the treasury a bond in the amount of the original bond and the interest which will accrue or it up to the date of redemption, with two good and sufficient securities, resi

dents of the United States. In making proof of loss the claimant must give the time and place of pur chase, the name of the person from whom the bond was purchased and the amount paid for it, the place of deposit from which it was lost and the names of any persons having access to this place; the affidavits of others knowing of the existence of the bond and its dis appearance; the affidavits of credible persons as to the reliability of the claimant: the number, denomination,

etc., of the bond. A man who has, lost a coupen bond cannot recover its value. Or, if a coupon bond has been destroyed or mutilated, the owner cannot present proofs similar to those required for a registered bond, and the secretary of the treasury will issue a duplicate if he files a ond in double the amount of the last

ond and accruing interest. Many duplicates of lost or destroyed bonds are issued every year. Sometimes t has been necessary for a man who has lost bonds to go to congress for relief. This was necessary in the case of the Manhattan bank of New York, which lost \$1,600,000 worth of bonds in what is known as "the great bank robbery" of 1878, and which was unable to give a bond in sum sufficient to comply

with the general statute. Congress passed a special law for the benefit of this bank, authorizing secretary of the treasury to issue duplicates on proof that the originals were the property of the institution and had not been transferred, and on condition that a certain number of the bonds be held by the secretary of the treasury for a time to secure him against possible

claims by the holders of the bonds in case any of them had been transferred. The amount which the government may make in destroyed stamps each year is not determinable; but undoubtedly it amounts to a great many hundred dollars. The stamp collectors furnish a large revenue to the government. for they put away stamps at their face value and the postoffice department is never required to perform the service class

which is represented by the purchase price. The government of Liberia and some of the smaller South American governments are said to make a large income by issuing new stamps at com paratively short intervals. As to lost ostal orders their value will amount to \$50,000 of \$75,000 every year; and this amount is clean profit; for the transmission of the money has been paid for in advance. A certain number of checks and warrants of the government are destroyed and never paid; but their value is not considerable.

Below Decks on a Trail Trip, The engines roar, the pumps move back and forth with a sharp click at each stroke, and the air-pumps shrick and puff, and the engineer's force rush look of ystem. Every man has his duty to do and does it well. The engines re quire close and careful attention, as enough might happen to ruin all. The slightest carelessness or inattention might have the most serious results. Occasionally, though, no amount of care can prevent a bearing or cross-head from heating, particularly if the machinery is new, has not sufficiently worn itself to perform its duties, and is being run at a high rate of speed. To pro vide for this contingency there is always arranged a convenient system of pipes, from which cold water can be directed at a moment's notice upon which ever part of the machinery shows signs of heating. In addition to this, there are many couplings where hose can be con nected for use in reaching the more in accessible and rapidly moving parts. At such a time excitement runs high in the engine rooms. The engines are probably working at almost full power and moving rapidly, so if the heating parts cannot be cooled sufficiently they will have to be shut down, and the run be lost. The rush and roar of the machinery, the tremble of the ship as she is forced ahead by the immense horse power transmitted by each shaft, the hurry of the engineer's force, each one of whom has constant and important duties to perform, all add to the exitement. Water pours in torrents or the heated parts, and it strikes the flying engine is thrown in all directions, The engine-room floor swims with oil and water, and the oil thus thrown on the cold water pipes congeals and com pletely covers them, looking like snow upon the trees after a heavy storm. Lucky now are the men who wear oil skin suits, for nothing else will keep out the flying water; those who ar not so prepared are drenched in an in stant, and though by the thermonmeter the temperature may be far from cool,

As we go through the air-lock, with its double doors, one of which must be closed before the other is opened, prevent loss of air-pressure in the fire coom, the roar of the engines changes to a rhythmic and steady beat, muffled and deadened into an almost soothing sound. The fire room, as we step in from the light outside, seems dark and shadowy, and dusky figures of men pass here and there across the light from the open ashplts. In the bulkhead opposite us is a small door, and through this shovelful after shovelful of coal is thrown by men in the bunkers beyond; from there it is thrown in a pile against the bulkhead directly in front of the boilers, from whence it is passed into the furnaces as occasion requires. The fireman's task is no easy and it requires considerable skill to fire a boiler properly, keeping the fuel well and evenly distributed over the grates. The "water-tenders" have to the bollers to get too low, thereby causing an explosion. The huge furnaces fairly devour coal; and when, for the purpose of feeding in more, the furnace doors are opened (throwing a red glare through the room), we can see the white-hot fuel heaped clear to the crown of the furnace, and the flames that leap half-way up the smoke-stack rush wildly out, impelled by the 10,000 cubic feet of air per minute furnished by the blowers, which we hear spinning overhead with a steady whir. The amount of coal burnt by a large vessel running at full speed is almost incredible. Some of the great Atlantic liners burn from 350 to 400 tons a day, and some of our cruisers, were they run constantly at full speed, would burn nearly as much. While the blowers are running the fire rooms are generally comparatively cool, though there is a great difference in ships in this respect, some being very comfortable, while the temperature in others gets very high, up to 120 degrees to 125 degrees, say-towarm for comfort.-William Floyd Si-

soaked garments and a discomfort in

the oil and salt in one's eyes that are

the fire room a moment and notice the

differenc

card in Harper's. Early Electric Motors.

Joseph Henry, in 1831, was the first to constructa motor which worked by electro-magnetic attraction. This apparatus really has a better right to the distinction of being called the first electric motor than Barlow's wheel. Many other inventors followed Henry in devising forms of electro-magnetic motors. Jacobi in 1834, Davenport in 1837, and Page in 1838, are particularly worthy of mention. Some of these early motors were by no means mere toys, but were of considerable size and pow er. Jacobi of St. Petersburgh, in 1838, propelled a boat twenty-eight feet long at a speed of three miles an hour; and Page of Washington in 1851 succeeded in obtaining a speed of nineteen miles per hour with a car carrying a number of persons, and driven by a sixteenhorse power electric motor. This result is practically the same as that obtained from the most improved trolley-cars of to-day, both in speed and power.-Cas

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-*12:10 a. m. (dally), "hil0 p. m. FOR BOSTON VIA SPRINGFIELD-*1:23 "11:05 a. m., "1:05, "5:52 p. m. SUNDAYS-"120 (night), "5:52 p. m. FOR BOSTON VIA NEW LONDON AND PROVIDENCE-2.03, *2:30, *11:35 (parior car

imited) a. m., *12:05, *2:55, *4:15, *4:55 and *6:55

p.m. SUNDAYS-"2:03, "2:00 a. m., "4:55, "6:55 FOR BOSTON VIA AIR LINE AND N. Y. & N.E. R. R.—"4:57 p. m. SUNDAYS—"4:57 p. m. FOR MERIDEN, HARTFORD, SPRING-FIELD, Erc.-*1:20 (night), 6:40, 8:00, fib:13. '11:05 a. m., 12:06, *1:05, 3:10, 5:00, *5:52, (6:15 to Hartford), 8:05, 10:05 p. m. SUNDAYS-1:20 (night), *5:52, 8:25 (accommodation) p.m.

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4.5:55 p. m. Berkshire Division.
FOR DERBY JUNCTION—4228 p. m. DERBY JUNCTION, BIRMINGHAM, ANSO-NIA, Ero.-7:00, 9:40 a. m., 12:00, 2:37, 4:23, 5:11 :35, 11:15 p. m. SUNDAYS-8:10 a. m., 8:30 p. m. FOR WATERBURY-7:00, 9:43 a. m., Ling, 27, 5:30, 7:35 p. m. SUNDAYS-8:10 a. m. FOR WINSTED-7:00 9:50 a. m., 2: 17, 5:33 p.m.

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